

## EUROPE MAY SEND US IRON

## AMERICANS ALREADY HAVE PURCHASED WARRANTS.

Opening of the Steel Corporation's 1910 Order Book Was the Feature of the Week—A Shortage Is Considered Likely Before the New Year Starts.

The steel and iron papers out to-day look complacently on the vigorous prosperity in the steel market. One of them, however, sees in the high prices and the lowering of duties a chance for foreign iron in the American market.

The iron Age says: The event of the week is the opening by the United States Steel Corporation of its books for 1910 delivery of steel rails and the acceptance of orders from a few Western roads aggregating 200,000 tons. The quantity ordered is not large, but it is significant, and indicates that the demand for the mills for next year will be more than normal. To the steel industry at large this points to very favorable conditions for the coming year.

It will strengthen the conviction which has been gaining ground throughout the country that ample and possibly more than ample employment is coming into sight. In some branches, however, the price movement will bear close watching in view of the possibility of importation of foreign iron. The roads in the West are not far away from the chance of profitable importations of pig iron on the Atlantic coast, and American merchants have already purchased pig iron warrants abroad. The pig iron so purchased may be actually brought over later on the warrants sold, and should the market there advance in sympathy with our own, which they so often do, in other words, if they lag behind us in the advance foreign pig iron will come in.

The opening of contracts for structural material has not been active lately. Among those closed are 7,000 tons for the Pullman shops, 4,000 tons of bridge work for the Winston-Salem line and 1,400 tons of bridges for the Burlington. The Chicago and North-western has ordered 10,000 tons for delivery this year for track elevation, and the Atchafalaya, Topeka and Santa Fe will need 2,000 to 4,000 tons for the same purpose.

There has been considerable buying of old material in the Chicago market, while in the East something like a dead end has developed. The largest block of scrap in the San Francisco market, close to 40,000 tons, is reported to have been sold for delivery to Pueblo, so that it will not come to the Atlantic coast.

The Iron Trade Review says: Continued ordering of many locomotives and cars indicates that the railroads appreciate the necessity of large increases in equipment, but it is doubtful whether car building companies will be able to fill orders rapidly enough to prevent a serious car shortage before the beginning of the new year.

Furnace and mill activities are increasing and specifications against contracts are very heavy. The Steel Corporation is operating about 92 per cent. of its furnace capacity, as high a figure as can be reached under present conditions. Even today we are not sure that the corporation is not being put in operation as soon as repairs can be completed. Independent interests are likewise increasing their production.

Stocks of iron at blast furnaces in the central West continue to decrease at the rate of about 3,000 tons a week, and selling interests are showing very little disposition to take orders for next year's delivery. In the Pittsburgh district it is still lively interest in steel making iron.

The Baltimore and Ohio has ordered 1,000 tons of steel for the Standard Steel Car Company and 1,000 steel coke cars from the Standard Steel Car Company. The Standard Steel Car Company is preparing specifications for 1,000 steel narrow gauge freight cars for the Baltimore and Ohio. The Standard Steel Car Company is preparing specifications for 1,000 steel narrow gauge freight cars for the Baltimore and Ohio. The Standard Steel Car Company is preparing specifications for 1,000 steel narrow gauge freight cars for the Baltimore and Ohio.

Structural contracts for the first two weeks of August amounted to about 50,000 tons, which is about 5,000 tons more than the leading interest. The steel bar market is very strong, the minimum price having advanced 1/2 cent. Steel companies are advancing prices on all plate. The Steel Corporation has placed an order for 25,000 tons of coke per month for the remainder of the year.

## MARINE INTELLIGENCE.

MINIATURE ALMANAC THIS DAY.  
Sun rises 5:50 (Sun sets 6:53) Moon sets 8:51  
Rise Water 12:00  
Ready Hook 9:26 (W. Island 10:09; Hell Gate 12:01)

ARRIVED—WEDNESDAY, AUGUST 11.  
St. Albans, Southampton, Aug. 11.  
St. Albans, Hamburg, Aug. 11.  
St. Albans, Bremen, Aug. 11.  
St. Albans, Antwerp, Aug. 11.  
St. Albans, London, Aug. 11.  
St. Albans, New York, Aug. 11.  
St. Albans, Philadelphia, Aug. 11.  
St. Albans, Baltimore, Aug. 11.  
St. Albans, Washington, Aug. 11.  
St. Albans, New Orleans, Aug. 11.

ARRIVED—THURSDAY, AUGUST 12.  
St. Albans, Southampton, Aug. 12.  
St. Albans, Hamburg, Aug. 12.  
St. Albans, Bremen, Aug. 12.  
St. Albans, Antwerp, Aug. 12.  
St. Albans, London, Aug. 12.  
St. Albans, New York, Aug. 12.  
St. Albans, Philadelphia, Aug. 12.  
St. Albans, Baltimore, Aug. 12.  
St. Albans, Washington, Aug. 12.  
St. Albans, New Orleans, Aug. 12.

ARRIVED—FRIDAY, AUGUST 13.  
St. Albans, Southampton, Aug. 13.  
St. Albans, Hamburg, Aug. 13.  
St. Albans, Bremen, Aug. 13.  
St. Albans, Antwerp, Aug. 13.  
St. Albans, London, Aug. 13.  
St. Albans, New York, Aug. 13.  
St. Albans, Philadelphia, Aug. 13.  
St. Albans, Baltimore, Aug. 13.  
St. Albans, Washington, Aug. 13.  
St. Albans, New Orleans, Aug. 13.

ARRIVED—SATURDAY, AUGUST 14.  
St. Albans, Southampton, Aug. 14.  
St. Albans, Hamburg, Aug. 14.  
St. Albans, Bremen, Aug. 14.  
St. Albans, Antwerp, Aug. 14.  
St. Albans, London, Aug. 14.  
St. Albans, New York, Aug. 14.  
St. Albans, Philadelphia, Aug. 14.  
St. Albans, Baltimore, Aug. 14.  
St. Albans, Washington, Aug. 14.  
St. Albans, New Orleans, Aug. 14.

ARRIVED—SUNDAY, AUGUST 15.  
St. Albans, Southampton, Aug. 15.  
St. Albans, Hamburg, Aug. 15.  
St. Albans, Bremen, Aug. 15.  
St. Albans, Antwerp, Aug. 15.  
St. Albans, London, Aug. 15.  
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St. Albans, Philadelphia, Aug. 15.  
St. Albans, Baltimore, Aug. 15.  
St. Albans, Washington, Aug. 15.  
St. Albans, New Orleans, Aug. 15.

ARRIVED—MONDAY, AUGUST 16.  
St. Albans, Southampton, Aug. 16.  
St. Albans, Hamburg, Aug. 16.  
St. Albans, Bremen, Aug. 16.  
St. Albans, Antwerp, Aug. 16.  
St. Albans, London, Aug. 16.  
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St. Albans, Philadelphia, Aug. 16.  
St. Albans, Baltimore, Aug. 16.  
St. Albans, Washington, Aug. 16.  
St. Albans, New Orleans, Aug. 16.

ARRIVED—TUESDAY, AUGUST 17.  
St. Albans, Southampton, Aug. 17.  
St. Albans, Hamburg, Aug. 17.  
St. Albans, Bremen, Aug. 17.  
St. Albans, Antwerp, Aug. 17.  
St. Albans, London, Aug. 17.  
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St. Albans, New Orleans, Aug. 17.

ARRIVED—WEDNESDAY, AUGUST 18.  
St. Albans, Southampton, Aug. 18.  
St. Albans, Hamburg, Aug. 18.  
St. Albans, Bremen, Aug. 18.  
St. Albans, Antwerp, Aug. 18.  
St. Albans, London, Aug. 18.  
St. Albans, New York, Aug. 18.  
St. Albans, Philadelphia, Aug. 18.  
St. Albans, Baltimore, Aug. 18.  
St. Albans, Washington, Aug. 18.  
St. Albans, New Orleans, Aug. 18.

ARRIVED—THURSDAY, AUGUST 19.  
St. Albans, Southampton, Aug. 19.  
St. Albans, Hamburg, Aug. 19.  
St. Albans, Bremen, Aug. 19.  
St. Albans, Antwerp, Aug. 19.  
St. Albans, London, Aug. 19.  
St. Albans, New York, Aug. 19.  
St. Albans, Philadelphia, Aug. 19.  
St. Albans, Baltimore, Aug. 19.  
St. Albans, Washington, Aug. 19.  
St. Albans, New Orleans, Aug. 19.

ARRIVED—FRIDAY, AUGUST 20.  
St. Albans, Southampton, Aug. 20.  
St. Albans, Hamburg, Aug. 20.  
St. Albans, Bremen, Aug. 20.  
St. Albans, Antwerp, Aug. 20.  
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St. Albans, Baltimore, Aug. 20.  
St. Albans, Washington, Aug. 20.  
St. Albans, New Orleans, Aug. 20.

ARRIVED—SATURDAY, AUGUST 21.  
St. Albans, Southampton, Aug. 21.  
St. Albans, Hamburg, Aug. 21.  
St. Albans, Bremen, Aug. 21.  
St. Albans, Antwerp, Aug. 21.  
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St. Albans, Philadelphia, Aug. 21.  
St. Albans, Baltimore, Aug. 21.  
St. Albans, Washington, Aug. 21.  
St. Albans, New Orleans, Aug. 21.

ARRIVED—SUNDAY, AUGUST 22.  
St. Albans, Southampton, Aug. 22.  
St. Albans, Hamburg, Aug. 22.  
St. Albans, Bremen, Aug. 22.  
St. Albans, Antwerp, Aug. 22.  
St. Albans, London, Aug. 22.  
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St. Albans, Philadelphia, Aug. 22.  
St. Albans, Baltimore, Aug. 22.  
St. Albans, Washington, Aug. 22.  
St. Albans, New Orleans, Aug. 22.

ARRIVED—MONDAY, AUGUST 23.  
St. Albans, Southampton, Aug. 23.  
St. Albans, Hamburg, Aug. 23.  
St. Albans, Bremen, Aug. 23.  
St. Albans, Antwerp, Aug. 23.  
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St. Albans, Baltimore, Aug. 23.  
St. Albans, Washington, Aug. 23.  
St. Albans, New Orleans, Aug. 23.

## GOSSIP OF WALL STREET.

Reports of Mr. Harriman's health were as many and varied as possible. Besides those published by the papers and the news agencies, a number were received from correspondents of houses with Paris connections. At least two of these houses considered the railroad man's condition as an important market factor as to have men on the pier at Cherbourg watching Mr. Harriman on the boat and noting his appearance. One of these correspondents cabled that Mr. Harriman seemed thin and weak and had to be carried on the boat. The other reported that he seemed much improved by the treatment abroad. A conclusion no more definite could be reached from a number of other private cables.

Notwithstanding the large number of stop loss orders that were uncovered Monday and Tuesday traders found the market still honeycombed with them yesterday, and after a drive to the accompaniment of unfavorable reports of Mr. Harriman's condition they succeeded in uncovering many more, particularly in Union Pacific common and preferred. Market orders designed to protect individuals from loss thus helped bring a lull to all.

Baltimore and Ohio's statement for July was the first from any of the big systems for that month. It showed an increase of \$801,000 in gross earnings, but an increase of \$761,000 in expenses, and accordingly an increase of but \$37,000 in net.

An officer of one of the Harriman lines who returned from Europe recently was asked if he visited Mr. Harriman abroad. "No," he replied, "I went abroad for rest and knew that if I called on Mr. Harriman I would meet him. The remainder of the trip was spent in the most pleasant way. Mr. Harriman has been a fairly busy man while in Europe and that the number of conferences he has had with Otto H. Kahn and other business associates imply the elaboration of the new line of the Harriman line. He is not expected to return here until he will transact as much routine business as was his habit prior to this year, but it is unlikely that his mind could be very far removed from railroad affairs.

One shipment on the Great Lakes supply a good commentary on the condition of the steel market. The shipments in July were 4,000,000 tons, by far the heaviest for any July. The previous high record for the month was 3,700,000 tons in 1908. It is estimated that shipments for the season will amount to 40,000,000 tons, which compares with the record of 41,288,000 tons in 1907. The figures thus corroborate other reports on the proposition that the steel mills are operating close to capacity.

Every year brings at least two crop scares from the vicinity of Concordia, Kan. and the present year is no exception. The spring scare arrived according to schedule, and the midsummer, although a bit tardy, finally put in its appearance yesterday. It differed in no degree from the midsummer scare of last year.

While reports on the position of copper abroad reflect the continued increase of consumption in Germany, the situation in England has not been regarded hitherto as showing improvement to an equal extent, and the observations of an executive official in several copper enterprises were regarded as interesting. It was his opinion that the metal would come into competition with the demand in England through the electrification of the railroads in that country, which he found had already begun the work on their London terminals and suburban lines, and would doubtless continue their work throughout the rest of the year. As regards the increase in the visible supply of copper he considered that the increase of production coincident with that of consumption may preclude any permanent advance in the price of the metal until the latter part of the year, but that the quotation could not go materially below 13 1/2 cents in the meantime.

The market has moved much on rumor and surmise, but the best reports recently have been obtained by reports of deals and rumors. There used to be a time when conferences between prominent persons supplied valuable sentimental effect, but those traders who have attempted plays on the rather frequent visits Mr. Gould paid to the market.

Any operator is justified in being wrong on individual stocks. No graduated financial student is warranted in being skew-eyed on the great market swings. For four days I have been circulating the country to the effect "take paper profits."

In the October panic when Union Pacific sold at \$100, Steel at \$21, and other stocks in proportion, I advised American and European investors to beat the system at their own game by buying stocks at the then slaughter prices and holding them until they could be sold back to Wall Street at 50 to 100 per cent. profit.

Investors small and large everywhere loaded up. Before the Presidential election, when financialism was in a great blue funk, I advertised throughout America and Europe the coming of just the conditions now here.

Since then I have been microscoping the world's industrial and financial conditions. Comment has been thick as to why I was not advertising. A continuously flung flag can signal no unusual event.

For months industrial and financial conditions have been making for a great bull stock market but—

Two bands of the most able and daring market makers started ahead of coming events.

The result has been a most unusual and unprecedented advance in certain stocks.

Since the October panic the price of stocks have advanced over \$6,000,000,000.

Three, Union Pacific, Steel and Reading, have advanced \$1,000,000,000, Union Pacific from \$100 to \$219, Steel from \$21 to \$78, Reading from \$70 to \$165, until now all the world is looking on open-mouthed.

These three stocks cover three great necessities of the people, Transportation, Building, Coal—in other words they mean general business.

But the two bands of able and daring operators lost their heads. They carried prices to so dizzy a height that the financial world is awake to the impending danger—they are frozen in and wholly at the mercy of those financiers who have kept their feet on earth.

To increase their predicament the third big band of market makers have taken advantage of the great bull market they created to unload scores of millions of their own stocks.

Financialism is now confronted with this problem. If the price of the market leaders which have advanced to figures which more than discount any possible coming prosperity continue to mount, there will be a crash which will set back the entire country's business and perhaps worse.

It has therefore gone forth that these stocks must be brought back from their dangerous high perch.

This demand will be enforced—must be enforced regardless of consequences to those involved.

The object of this advertisement is not concern for any of the bands of market makers or Wall Street.

I advise the holders of leading stocks which have more than doubled in market price to sell them NOW at the absurdly high prices prevailing; to hold on to the proceeds until the slump, which must take place at any moment, and then to reinvest.

Boston, Aug. 18, 1909.

Mr. Harriman on the other side have failed of any profit except that arising from experience. Fashions in stock market stimuli change as often apparently as do the styles in women's dress.

The Harriman stocks were far from showing any concerted action yesterday. While Union and Southern Pacific were selling off following reports on his health, Pacific Mail became more active than it has been in some time, 1,700 shares being traded in at a net advance of 1 1/2 and Kansas City Southern crossing 50 for the first time.

In former periods of depression in the iron and steel industry, it is said to have been the policy of Andrew Carnegie to quote extremely low prices on all classes of his products, for the purpose of getting his rivals to load themselves up for months ahead with business at that rate. Then when his rivals were running at capacity on the profitless business the bulk of new tonnage coming in on the uplift would necessarily come to him, no matter what prices he asked. The recent depression in the steel industry differs from all others in the important particular that the manufacturers, profiting by experience, have for the most part abstained from accepting orders for future delivery at prices current in the stagnant months, so that now, when every succeeding week brings reports of further increase in demand, the steel industry is in a position to profit at once by the accompanying advance in prices.

## CALUMET AND HECLA.

Annual Meeting Held in Boston—Directors Re-elected.

BOSTON, Aug. 18.—The annual meeting of the Calumet and Hecla Mining Company was held this morning at the offices of the company in Ashburton place. Less than half a dozen stockholders, excepting only the directors of the company, were in attendance. Alexander Agassiz, Francis I. Higginson, Francis W. Hunnewell, Quincy A. Shaw and James MacNaughton were re-elected directors by a vote of 66,901 shares. President Agassiz said:

"Little has happened at the mines since the publication of the annual report with the exception that we have finished the steel trestle over which the railroad runs to the mill. We have also completed another quarter of our recharging plant and three-quarters of the mill is now in operation. We have also had transferred to this building all the offices of the various subsidiary companies controlled by the Calumet and Hecla."

Two of the subsidiary companies, the La Salle Copper Company and the Manitou Manufacturing Company, also held meetings in Ashburton place at their respective offices. The La Salle Copper Company re-elected the following directors: Alexander Agassiz, Francis I. Higginson, Francis W. Hunnewell, Quincy A. Shaw, James MacNaughton and Courtney G. Douglas. It was said that the Toronto district had produced 420 feet since the last report was made and that the ore was showing up particularly well.

The Manitou Manufacturing Company re-elected its directors as follows: Alexander Agassiz, Francis I. Higginson, Quincy A. Shaw, James MacNaughton and Rudolph L. Agassiz.

## NO ILLINOIS CENTRAL MELON.

Announced After Time Meeting That Treasury Securities Won't Be Issued.

The regular monthly meeting of the Illinois Central, which had been looked forward to with a good deal of interest by Wall Street following a sharp rise in the stock, was held yesterday, and after its conclusion it was announced that only routine business had been taken up. The advance in the Illinois Central issues was accompanied by reports of some new financing carrying with it valuable rights to the stockholders, but after yesterday's session one of the directors remarked that the board does not contemplate the issue of either the \$15,000,000 capital stock or of the \$20,000,000 refunding bonds now held in the treasury.

## LOUISVILLE &amp; NASHVILLE RAILROAD COMPANY.

In accordance with the terms of the Pennsylvania First Mortgage of \$20,000,000, the following Twenty (20) bonds have this day been drawn for the sinking fund, viz.:  
No. 44, \$4,000,000; No. 45, \$4,000,000; No. 46, \$4,000,000; No. 47, \$4,000,000; No. 48, \$4,000,000; No. 49, \$4,000,000; No. 50, \$4,000,000; No. 51, \$4,000,000; No. 52, \$4,000,000; No. 53, \$4,000,000; No. 54, \$4,000,000; No. 55, \$4,000,000; No. 56, \$4,000,000; No. 57, \$4,000,000; No. 58, \$4,000,000; No. 59, \$4,000,000; No. 60, \$4,000,000; No. 61, \$4,000,000; No. 62, \$4,000,000; No. 63, \$4,000,000; No. 64, \$4,000,000; No. 65, \$4,000,000; No. 66, \$4,000,000; No. 67, \$4,000,000; No. 68, \$4,000,000; No. 69, \$4,000,000; No. 70, \$4,000,000; No. 71, \$4,000,000; No. 72, \$4,000,000; No. 73, \$4,000,000; No. 74, \$4,000,000; No. 75, \$4,000,000; No. 76, \$4,000,000; No. 77, \$4,000,000; No. 78, \$4,000,000; No. 79, \$4,000,000; No. 80, \$4,000,000; No. 81, \$4,000,000; No. 82, \$4,000,000; No. 83, \$4,000,000; No. 84, \$4,000,000; No. 85, \$4,000,000; No. 86, \$4,000,000; No. 87, \$4,000,000; No. 88, \$4,000,000; No. 89, \$4,000,000; No. 90, \$4,000,000; No. 91, \$4,000,000; 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No. 230, \$4,000,000; No. 231, \$4,000,000; No. 232, \$4,000,000; No. 233, \$4,000,000; No. 234, \$4,000,000; No. 235, \$4,000,000; No. 236, \$4,000,000; No. 237, \$4,000,000; No. 238, \$4,000,000; No. 239, \$4,000,000; No. 240, \$4,000,000; No. 241, \$4,000,000; No. 242, \$4,000,000; No. 243, \$4,000,000; No. 244, \$4,000,000; No. 245, \$4,000,000; No. 246, \$4,000,000; No. 247, \$4,000,000; No. 248, \$4,000,000; No. 249, \$4,000,000; No. 250, \$4,000,000; No. 251, \$4,000,000; No. 252, \$4,000,000; No. 253, \$4,000,000; No. 254, \$4,000,000; No. 255, \$4,000,000; No. 256, \$4,000,000; No. 257, \$4,000,000; No. 258, \$4,000,000; No. 259, \$4,000,000; No. 260, \$4,000,000; No. 261, \$4,000,000; No. 262, \$4,000,000; No. 263, \$4,000,000; No. 264, \$4,000,000; No. 265, \$4,000,000; No. 266, \$4,000,000; No. 267, \$4,000,000; No. 268, \$4,000,000; No. 269, \$4,000,000; No. 270, \$4,000,000; No. 271, \$4,000,000; No. 272, \$4,000,000; No. 273, \$4,000,000; No. 274, \$4,000,000; No. 275, \$4,000,000; No. 276, \$4,000,000; No. 277, \$4,000,000; No. 278, \$4,000,000; No. 279, \$4,000,000; No. 280, \$4,000,000; No. 281, \$4,000,000; No. 282, \$4,000,000; No. 283, \$4,000,000; No. 284, \$4,000,000; No. 285, \$4,000,000; No. 286, \$4,000,000; No. 287, \$4,000,000; No. 288, \$4,000,000; No. 289, \$4,000,000; No. 290, \$4,000,000; No. 291, \$4,000,000; No. 292